

# Jimmy Murphy Breaks World's Record in Winning 500-Mile Auto Race at Indianapolis

## Los Angeles Driver Averages 94.48 Miles in Speed Classic

Leads From Start to Finish in 5 Hours 17 Minutes 30.78 Seconds, and Wins \$35,000; Hartz Is Second and Hearne Gets Third Place

INDIANAPOLIS, May 30 (By The Associated Press).—Leading from start to finish, Jimmy Murphy, of Los Angeles, winner of the 1921 French Grand Prix, carved his name deeper in the hall of motor fame to-day when he flashed across the wire a winner of the 500-mile automobile race at the Indianapolis Speedway before a record-breaking crowd of 125,000 spectators.

Murphy smashed all records for the distance to smotherers, clipping more than 16 minutes off the best previous record. His time was 5:17:30.78, an average of 94.48 miles an hour, against the old record of 5:33:55.61, or 89.84 miles an hour, made by Ralph de Palma in 1915.

Murphy did something which had never been accomplished before at the Indianapolis speedway, and to the knowledge of racing experts never before in a race of major importance. He shot into the lead at the start and never relinquished it during one instance of five hours of thrilling racing. He was the first away, was first over the line at the completion of the first lap, and was first over the wire when Captain Eddie Rickenbacker waved the flag for his victory.

The Los Angeles driver made only three stops during the entire 500 miles. He made his first stop at 135 miles, pulling up at the pits for two minutes to change all tires and replenish the fuel tank. With a lead of about 100 miles, Murphy pulled into the pits for another time change and for more gasoline and oil after he had traveled 308 miles.

The assistance of his pit men was nothing short of marvelous, and it took them just 28 seconds to change a right front tire and provide him with fuel enough to assure his finishing.

Harry Hartz, also of Los Angeles, finished second, drove a remarkable race. He jumped into second place sixty miles after the start and held it throughout, always making a desperate fight to catch Murphy. Hartz's 89.84 miles an hour, an average of 91.24 miles an hour, which also was far in advance of the record.

Eddie Hearne, a veteran racer, placed a French car in third place in 5:22:45.06, for an average of 91.05 miles an hour, while Ralph de Palma, one of the favorites, was fourth, in 5:31:04.56, an average of 90.61 miles an hour.

The winner of the event will receive approximately \$35,000. Twenty thousand dollars was awarded first place and \$5,000 as top prize money. In addition to the cash prizes, which will bring Murphy's total up to the \$35,000 mark, Hartz got \$10,000 for finishing second, Hearne, in third place, \$5,000; de Palma, in fourth place, \$3,500; Hartz, \$2,000; Woodford, \$1,000; Peterson, \$1,000; White, \$1,000; Almy, \$1,000; and Thomas, \$1,000.

Barney Gladdish, a retired star of the racing world, with the customary cigar in the corner of his mouth, waved the field for the first lap, bringing them to a flying start at a speed of about seventy miles an hour. Then Murphy stepped out in front, leading the first lap, followed by Hartz and Ralph de Palma following.

Wilcox Is First Out. Howard Wilcox, of Indianapolis, was the first driver forced out, his car breaking a valve spring after traveling seventeen and one-half miles. Jules Francis furnished the first big thrill when he threw a right rear wheel on the south turn. The speeding machine turned completely around on the track and crashed into a concrete retaining wall. Wilcox and his mechanic remained in the car and neither was injured.

Wilbur D'Alene furnished a second thrill when his car caught fire on the south turn. The fire was extinguished but the car was eliminated from the race. This was D'Alene's second narrow escape from death by fire. In previous races he had won the Chicago speedway in 1917, when his machine caught fire and his mechanic was burned to death. D'Alene escaped with slight burns.

Walter D'Alene, 1921 speed champion and winner of the 500-mile race here last year, was among the drivers forced out of the race early. A leaky gas line caused his withdrawal. Jules Goux, of France, went out of the contest of the sixteenth mile with a broken axle. He was among the leaders when the axle gave way.

Duray Breaks Axle. Leon Duray, claimant of the 1921 dirt track championship and driving his first speedway race, gave Murphy a terrific battle early in the contest, but was forced out on his 235th mile with a broken axle. Peter de Paolo, nephew of Ralph de Palma, was in the third place when his car hit the retaining wall, skidding more than a hundred feet and landing at the bottom of the track. The driver was uninjured, but the car was totaled.

The pluck of W. Douglas Hawkes, of London, England, driving an English car, won the admiration of the crowd. Outlasted by many miles in speed, his machine nevertheless showed wonderful endurance. It was in running when the tenth car ended its journey and the race was officially closed. Hawkes was about thirty miles behind the last to finish.

Harvard Links Men Beat Yale. PROVIDENCE, R. I., May 30.—Harvard defeated Yale at golf here to-day, 5 to 4.

Yale Nine Scores Shut-Out Victory Over Trinity, 2-0. HARTFORD, Conn., May 30.—Yale shut out Trinity, 2 to 0, in this afternoon, but the crowd that came out to welcome Yale's first baseball visit to Trinity in fifteen years saw a good contest in which the breaks seemed slightly to favor Yale. The Trinity players seemed nervous and erratic in the opening innings and later Norman and Robinson at opposite ends of the diamond ended at crises.

After two innings of no hits or runs, Crane, the second man up in the third, landed safely, stole second and came on Ed's nicely placed slam to right field. Oed scored and the game was tied. The game was then a close-run thing, with the Yale team leading one over second base which Oed's just failed to reach.

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## James Barnes

## Barnes Sails With Hagen in Quest of British Open Title

Two Star Professional Golfers Will Join Jock Hutchison Abroad and Form Contingent of 3 Americans Seeking Laurels on English Links

By Ray McCarthy

The prospects of a representative of the United States golf again winning the British open championship on June 21 appear to be extremely bright. Jock Hutchison, reporting here in fine condition, sailed last week to defend his title. Yesterday Jim Barnes, the lanky Pelham professional, and Walter Hagen departed aboard the steamship Berengaria.

Barnes and Hagen looked the picture of health as they mounted the gang plank. They appeared lit to step right out and hang up a record score. Each, it seemed to us as we bade them goodby yesterday morning, appeared to be in splendid condition and to be enjoying perfect health. The countenance of each was smeared with a thin, ruddy coat of tan that added to his appearance.

The dapper Hagen, wearing a gray suit of fine texture, that fitted his athletic figure perfectly and carrying a tan-colored top coat on his arm, sauntered up to the ticket window with an easy, graceful gait, smiling broadly and appearing to be quite happy. "Good luck, Walter," shouted one of his admirers, "bring back that cup."

"Well do our best," replied the "good-natured" Hagen. "I shall be aboard Big Jim tomorrow. He was wholly at ease, as usual, and was not a bit ruffled by the hustle and bustle of the stewards as they rustled the table aboard. He was wearing his broadest smile also, as well as a natty blue serge suit and chatted gayly with his friends who were on hand to wish him luck.

"I feel fine," replied Long Jim, "and am looking forward to the trip. This will be the third attempt of Barnes and Hagen to win the British open, which Hutchison's second try. Two years ago, when Barnes and Hagen made their first appearance in this tournament, Barnes finished fifth, making an excellent showing. Hagen did not play at all.

Last season Hutchison waived off with the trophy and Barnes and Hagen finished in a tie for sixth. The Pelham star might have won had his strength held out. He was then just recovering from a long series of boils which blossomed on the back of his neck.

Shortly after Hutchison won the title last year the Royal and Ancient made a ruling prohibiting the use of "sand clubs." It will be interesting therefore, to see how well the Hutchison without the use of his favored implement. Those who know the capabilities of the flying Scotchman feel confident he will score fully as well without any ribbed clubs. He himself believes he can bring off a pitch shot quite as effectively with a straight-headed club as with a ribbed one.

Hutchison declared just before he went abroad last week that he was playing as well as he ever did in his life at the present time. Hagen and Barnes also are keen for the game. They are both in excellent condition and the golfers of Great Britain will not feel any about one of their own players winning the championship.

Austin M. Alenman won the flag competition in the morning play at the Fox Hills golf club yesterday. He had a score of 75. M. C. O'Brien won the honor in the afternoon with a score of 78. In the best ball competition in the afternoon, the scores were: O'Brien, 75; Alenman, 76; O'Brien, 77; Alenman, 78; O'Brien, 79; Alenman, 80.

PHILADELPHIA, Pa., May 30.—The Cornell baseball team succumbed to the Red and Blue nine here this afternoon by a score of 10-9. It was Huntzinger's ninth consecutive win this season. Huntzinger held the Red and Blue to eight hits and fanned nine men, but his support was very poor.

With three runs in the ninth, only one needed to tie the two men out. Eddie Kane, the Cornell football hero, came up at third base. He was out. The Red and Blue, however, ended the game on a force play. Three times before Kane had struck out and when he came up at third base, he was out. The Red and Blue, however, ended the game on a force play. Three times before Kane had struck out and when he came up at third base, he was out.

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## Walter Hagen

## Brown Gets Jump Of Six in First To Beat Harvard

PROVIDENCE, R. I., May 30.—Brown walked Harvard, 8 to 3, this afternoon, scoring six runs in the opening inning and hitting Russell from the box. Glorke, who replaced him, was hit freely, but sensational playing by Harvard's infield kept Brown from scoring more than two more runs.

Loddy pitched fine ball for Brown. He allowed but nine hits, and except for a triple and homer in the third inning, the rest of the club chipped in. Brown batted brilliantly as did Mitchell and Kilpatrick in the Harvard infield.

Harvard was entitled to only two runs, a three-bagger by Lonon being a gift when Trambour lost sight of the ball. Peckham, with four hits, Larabee and Owen took the batting honors.

The score: BROWN. R. I. HARVARD. R. I. Trambour, 1st; 2nd; 3rd; 4th; 5th; 6th; 7th; 8th; 9th; 10th; 11th; 12th; 13th; 14th; 15th; 16th; 17th; 18th; 19th; 20th; 21st; 22nd; 23rd; 24th; 25th; 26th; 27th; 28th; 29th; 30th; 31st; 32nd; 33rd; 34th; 35th; 36th; 37th; 38th; 39th; 40th; 41st; 42nd; 43rd; 44th; 45th; 46th; 47th; 48th; 49th; 50th; 51st; 52nd; 53rd; 54th; 55th; 56th; 57th; 58th; 59th; 60th; 61st; 62nd; 63rd; 64th; 65th; 66th; 67th; 68th; 69th; 70th; 71st; 72nd; 73rd; 74th; 75th; 76th; 77th; 78th; 79th; 80th; 81st; 82nd; 83rd; 84th; 85th; 86th; 87th; 88th; 89th; 90th; 91st; 92nd; 93rd; 94th; 95th; 96th; 97th; 98th; 99th; 100th; 101st; 102nd; 103rd; 104th; 105th; 106th; 107th; 108th; 109th; 110th; 111th; 112th; 113th; 114th; 115th; 116th; 117th; 118th; 119th; 120th; 121st; 122nd; 123rd; 124th; 125th; 126th; 127th; 128th; 129th; 130th; 131st; 132nd; 133rd; 134th; 135th; 136th; 137th; 138th; 139th; 140th; 141st; 142nd; 143rd; 144th; 145th; 146th; 147th; 148th; 149th; 150th; 151st; 152nd; 153rd; 154th; 155th; 156th; 157th; 158th; 159th; 160th; 161st; 162nd; 163rd; 164th; 165th; 166th; 167th; 168th; 169th; 170th; 171st; 172nd; 173rd; 174th; 175th; 176th; 177th; 178th; 179th; 180th; 181st; 182nd; 183rd; 184th; 185th; 186th; 187th; 188th; 189th; 190th; 191st; 192nd; 193rd; 194th; 195th; 196th; 197th; 198th; 199th; 200th; 201st; 202nd; 203rd; 204th; 205th; 206th; 207th; 208th; 209th; 210th; 211st; 212th; 213th; 214th; 215th; 216th; 217th; 218th; 219th; 220th; 221st; 222nd; 223rd; 224th; 225th; 226th; 227th; 228th; 229th; 230th; 231st; 232nd; 233rd; 234th; 235th; 236th; 237th; 238th; 239th; 240th; 241st; 242nd; 243rd; 244th; 245th; 246th; 247th; 248th; 249th; 250th; 251st; 252nd; 253rd; 254th; 255th; 256th; 257th; 258th; 259th; 260th; 261st; 262nd; 263rd; 264th; 265th; 266th; 267th; 268th; 269th; 270th; 271st; 272nd; 273rd; 274th; 275th; 276th; 277th; 278th; 279th; 280th; 281st; 282nd; 283rd; 284th; 285th; 286th; 287th; 288th; 289th; 290th; 291st; 292nd; 293rd; 294th; 295th; 296th; 297th; 298th; 299th; 300th; 301st; 302nd; 303rd; 304th; 305th; 306th; 307th; 308th; 309th; 310th; 311st; 312th; 313th; 314th; 315th; 316th; 317th; 318th; 319th; 320th; 321st; 322nd; 323rd; 324th; 325th; 326th; 327th; 328th; 329th; 330th; 331st; 332nd; 333rd; 334th; 335th; 336th; 337th; 338th; 339th; 340th; 341st; 342nd; 343rd; 344th; 345th; 346th; 347th; 348th; 349th; 350th; 351st; 352nd; 353rd; 354th; 355th; 356th; 357th; 358th; 359th; 360th; 361st; 362nd; 363rd; 364th; 365th; 366th; 367th; 368th; 369th; 370th; 371st; 372nd; 373rd; 374th; 375th; 376th; 377th; 378th; 379th; 380th; 381st; 382nd; 383rd; 384th; 385th; 386th; 387th; 388th; 389th; 390th; 391st; 392nd; 393rd; 394th; 395th; 396th; 397th; 398th; 399th; 400th; 401st; 402nd; 403rd; 404th; 405th; 406th; 407th; 408th; 409th; 410th; 411st; 412th; 413th; 414th; 415th; 416th; 417th; 418th; 419th; 420th; 421st; 422nd; 423rd; 424th; 425th; 426th; 427th; 428th; 429th; 430th; 431st; 432nd; 433rd; 434th; 435th; 436th; 437th; 438th; 439th; 440th; 441st; 442nd; 443rd; 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730th; 731st; 732nd; 733rd; 734th; 735th; 736th; 737th; 738th; 739th; 740th; 741st; 742nd; 743rd; 744th; 745th; 746th; 747th; 748th; 749th; 750th; 751st; 752nd; 753rd; 754th; 755th; 756th; 757th; 758th; 759th; 760th; 761st; 762nd; 763rd; 764th; 765th; 766th; 767th; 768th; 769th; 770th; 771st; 772nd; 773rd; 774th; 775th; 776th; 777th; 778th; 779th; 780th; 781st; 782nd; 783rd; 784th; 785th; 786th; 787th; 788th; 789th; 790th; 791st; 792nd; 793rd; 794th; 795th; 796th; 797th; 798th; 799th; 800th; 801st; 802nd; 803rd; 804th; 805th; 806th; 807th; 808th; 809th; 810th; 811st; 812th; 813th; 814th; 815th; 816th; 817th; 818th; 819th; 820th; 821st; 822nd; 823rd; 824th; 825th; 826th; 827th; 828th; 829th; 830th; 831st; 832nd; 833rd; 834th; 835th; 836th; 837th; 838th; 839th; 840th; 841st; 842nd; 843rd; 844th; 845th; 846th; 847th; 848th; 849th; 850th; 851st; 852nd; 853rd; 854th; 855th; 856th; 857th; 858th; 859th; 860th; 861st; 862nd; 863rd; 864th; 865th; 866th; 867th; 868th; 869th; 870th; 871st; 872nd; 873rd; 874th; 875th; 876th; 877th; 878th; 879th; 880th; 881st; 882nd; 883rd; 884th; 885th; 886th; 887th; 888th; 889th; 890th; 891st; 892nd; 893rd; 894th; 895th; 896th; 897th; 898th; 899th; 900th; 901st; 902nd; 903rd; 904th; 905th; 906th; 907th; 908th; 909th; 910th; 911st; 912th; 913th; 914th; 915th; 916th; 917th; 918th; 919th; 920th; 921st; 922nd; 923rd; 924th; 925th; 926th; 927th; 928th; 929th; 930th; 931st; 932nd; 933rd; 934th; 935th; 936th; 937th; 938th; 939th; 940th; 941st; 942nd; 943rd; 944th; 945th; 946th; 947th; 948th; 949th; 950th; 951st